

# *The* FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

SEPTEMBER - OCTOBER 1978

Volume 17

Number 5



At Algonquin Park August 12  
Lined up for judging



The FORK and BLADE is the official publication of The Lincoln Owners' Club and is published by-monthly at 821 West Chicago Street, (Box 189), Algonquin, Ill. 60102. Membership dues are \$10.00 per year, payable to THE LINCOLN OWNERS' CLUB. Second-class postage paid at Algonquin, Ill.

## THE FORK AND BLADE

The Fork and Blade is the official publication of The Lincoln Owners' Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information for club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

## CONSTITUTION OF THE LINCOLN OWNERS' CLUB

### Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

### Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

## TECHNICAL ADVISERS

1921-1930: KEN PEARSON  
125 Dole Ave.  
Crystal Lake, Ill. 60014  
H 815-459-2888, O 312-658-4588

1931-1939: DICK PRICE  
RD #1  
Green Lane, PA 18054  
215/234-4456

## MEMBERSHIP CHAIRMAN

PETER HUBBELL  
5670 Commerce Road, West Bloomfield, MI  
313/681-4372 48033

## BYLAWS

1. The principal office of this club shall be maintained at the office of the president.
2. The president shall have custody of the club seal.
3. The officers of the club must approve all applications for membership in this club.
4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00
5. Dues for active members shall be \$10.00 per year.
6. Dues will be charged for the fiscal year beginning January 1st. Club dues are due on Nov. 1st and are delinquent after March 1st.
7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.
8. These bylaws may be amended at any annual meeting by majority vote of the members present.

## BOARD OF MANAGERS

### PRESIDENT

DICK CHAPMAN  
914 Longstreet Dr., Brentwood, Tenn. 37027  
615-790-3799

### VICE-PRESIDENT

JOHN BROWER  
1773 Maple, Holt, MI 48842  
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HENRY B. HARPER  
Box 189, Algonquin, ILL 60102  
312/658-4588

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KEN PEARSON  
P.O. Box 189, Algonquin, Ill. 60102

### RECORDING SECRETARY

SIG STENSLAND  
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Milford, MI 48042



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## CLUB PROJECTS

1. 1924-1930 Lincoln Service Bulletins . . . . . \$ 30.00
2. 1931-1935 Lincoln Service Bulletins . . . . . 25.00
3. Authentic Covers for 1924-1935 Lincoln Service Bulletins . . . 5.00
4. L Lincoln Shop Manual . . . . . 20.00
5. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards) . . . 5.00
6. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards) . . . 5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Ill. 60102

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1. TITLE OF PUBLICATION <b>THE FORK &amp; BLADE</b>		A. PUBLICATION NO. 7 5 5 4 3	
3. FREQUENCY OF ISSUE <b>B-monthly</b>		2. DATE OF FILING <b>9-18-78</b>	
4. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printers)		B. ANNUAL SUBSCRIPTION PRICE <b>\$10.00</b>	
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printers) <b>Same as item 4</b>			
6. NAMES AND COMPLETE ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR			
PUBLISHER (Name and Address) <b>Lincoln Owners Club; 821 W. Chicago St., Algonquin, Ill. 60102</b>			
EDITOR (Name and Address) <b>Kenneth Pearson; 821 W. Chicago St., Algonquin, Ill. 60102</b>			
MANAGING EDITOR (Name and Address)			
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B. PAID CIRCULATION			
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In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the phased postage rates presently authorized by 39 U. S. C. 3626.			
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20th ANNUAL L.O.C. MEET

Algonquin, Illinois

August 11, 12, 13, 1978

What a super weekend in Illinois. For those of you who missed it - eat your hearts out while I reiterate.

It all started on Friday afternoon with registration and a tour through the Wauconda Tool & Engineering Plant's array of beautiful antique cars owned by Hank Harper and Ken Pearson. In the evening, we met at Martinetti's Restaurant and Motel for spirits and conversation followed by a great dinner of pork chops with the trimmings.

Saturday morning everyone was up and out to assemble again at the Wauconda Tool plant. After all late comers and early risers congregated, we took off for Algonquin City Park in those beautiful Lincoln automobiles. We had the pleasure of driving a 1926 Boat-tail Roadster owned by Hank Harper - what a thrill.

While the cars were being judged at the park, some of us gals walked a couple blocks up to town and visited some of the shops. Then a great hot lunch was catered at the park. After filling ourselves to the limit ( and over) we hopped back into the cars and set out for Union, Illinois where we visited the Illinois Railway Museum for a ride on a real life size steam locomotive and trip to yesteryear. This museum is the home of over 140 cars and locomotives and includes steam locomotives, gas electric cars and even a complete silver Zephyr streamliner plus much more. It was all very interesting.

Our next stop was at Seven Acres Museum and Village also in Union. Now this was truly a delight. In this museum is one of the largest and finest antique phonograph collections in the midwest. They are all restored and in perfect working order. It also houses a fine collection of World War I and II military items. There is a charming old time street scene consisting of nine individual, full scale shops of the days gone by that you may wander through and reminisce or see for the first time. Then while some watched a Laurel and Hardy movie, others treated themselves to an ice cream cone from the old fashioned ice cream parlor. We then headed back to Algonquin. It was truly a treat to see these many lovely Lincolns purring over the back country roads.

(continued next page)

(L.O.C. Meet Continued)

Now the ultimate in banquets was to follow. We all gathered once more on Saturday evening all cleaned up and polished for the grand finale. And Grand Finale it was. The location was the Port Edwards Restaurant on the bank of the Fox River. We had the entire 2nd floor with floor to ceiling windows overlooking the River. This unique restaurant hosts a collection of Antique nautical signs for the turn of the century. A coral encrusted 8 foot Spanish cannon dating back to 1680 and a barnacled anchor brought up from waters off the coast of Florida along with an aquarium fashioned from an authentic masthead light, along with ship lamps and lanterns collected from all over the world, add to the decor. Now down to the real joy of the evening - eating!! First came trays of fresh steamed clams and mussels followed by a fresh tossed salad and then lo and behold came steak and lobster - Now that's may idea of a banquet. There was a super warm homemade bread also served. All of this was then followed by crepes filled with cherry' sauce and sliced bananas topped with whipped cream and coffee or whatever. Oh! how the waistline did suffer that night. The awards were then presented and we all bid a fond farewell to the old friends and the brand new friends we all made.

I am looking forward to next years meet and can't wait to see where we will go, what we will see and who we will meet. Hope you all can join us.

Virginia Jansen

TROPHY WINNERS

Best of Show	1935 Brun Victoria	Roy Warshawsky 1900 S. State St. Chicaco, Ill. 60616
Best Original	1926 4 pass Berline	Allan Angelmire 1116 Winthrop Lane Rockford, Ill. 61107
Furtherest Distance;	1934 K. Conv	Del Beyer 5646 Pleasant Hill Rd. Hartford, Wisc. 53027
Best Closed; 1921-30 Class	1929 Model L Sedan	- Leon Kuempel
Best Open; 1921-30 Class	1929 Phaeton	- Ted Ongena
Best Closed: 1931-39 Class	(None Shown)	
Best Open; 1931-39 Class	1932 KB 233 7 Pass	- Ernest Stern

A beautiful bowl was presented to the John Browsers for organizing the meet.





L.O.C. MEET 1978







1923 Lincoln Phaeton



1928 Dual Cowl Phaeton



The Judges at Work



## A MEMORABLE TRIP

While talking to Hank Harper recently I commented that his driving and maintaining antique automobiles made it seem so easy. "Don't you ever have any problems?" I asked.

"Well sir" said Hank, "Did I ever tell you about my trip to the National Spring Meet at Murfreesboro, Tenn? That wasn't so easy. We had problems I wouldn't wish on anybody.

"Starting out on a trip of 1150 miles in a 1928 auto intrigued and frightened us. At the same time, we worried that something might go wrong with the car and where would we find a garage to help us repair it? We thought then of all the other antique car enthusiasts who go to all the shows so we decided to try it too. We had just finished restoring the Lincoln and had driven it about 400 miles around home. It certainly seemed to be in tip top shape.

"After a hearty breakfast we left home. The weather was clear and hot. Everything went well our first day out. We drove 406 miles and stopped that evening at Elizabethtown, Kentucky.

"We had driven for about an hour the morning of our second day and I had just commented to my wife on what a wonderful trip we were having when all of a sudden the left front tire went flat. Oh well, this could happen to anyone and I figured we were luckier than the people driving new models since we had two spare tires. We switched tires and were on our merry way, but only made a few miles when the other front tire went out too. We changed this tire and figured we had used up both spares and we'd better stop at the next town to have them repaired. By now we were almost afraid to drive a mile for fear that another would go.

"We stopped at Smyrna, Tennessee and there wasn't a garage in town that would tackle them. Either it was too hot, or they didn't have equipment or they didn't know how. So with the temperature over 100 degrees in the shade I decided to change the tires myself. When I got the first one apart I was surprised to find that the flat was caused by a pinched tube. My Lincoln service bulletins had stated that flaps were not needed with the new welded steel wire wheels. How I wished now that I had used flaps and I wouldn't be in this predicament. To make matters worse my beautifully painted wheels were now becoming chipped



and scratched from my working on the tires. Now I was really in trouble - small town, no good garages, no flaps and no paint shop.

"Well I still had air in four tires and I knew Murfreesboro was only a few miles away. I was sure of getting assistance there. I got in the car and drove very slowly, as though I was driving on eggs and didn't want to break any. All the while I was wishing I weighed about 100 pounds less. Believe it or not we arrived in Murfreesboro with air in all four tires. There must be someone up there watching over antique auto bugs. I immediately went to a paint shop to have the wheels repainted. Fortunately I had thought to bring a small sample bottle of paint with me which aided the painter in matching the color. The wheels had to be painted immediately so they would be dry by morning.

"The next morning I drove the Lincoln to the show and received my Junior First. I felt I had really earned this coveted award and I had also gained much experience in tire repairing.

"The day after the show I was able to obtain six truck tire flaps. I then took all the tires apart and installed the new flaps. The temperature was 110 degrees in the shade. With the repairs all completed we started for home thinking that all our problems were behind us. When you drive an antique car you should not have this kind of philosophy.

"After leaving Murfreesboro we drove to Franklin, Tennessee and decided to replenish our fuel supply. Upon restarting the engine after getting gas it backfired through the carburetor and started a nifty fire under the car's hood. I grabbed the fire extinguisher, which I always carry, raised the hood and started to put out the fire. Meanwhile a small crowd gathered and I was swamped with all sorts of questions such as "What year?" "Are those the original tires?" etc. etc. Eventually I got the fire out.

"After cleaning the extinguisher dust from the engine I restarted the motor and again we were on our way with a new philosophy that anything might happen, and happen it did. You guessed it - another flat tire. This time I took it in stride. With the temperature now at 112 degrees I had to lie on my stomach on the gravel shoulder trying to jack up the rear wheel while the passing trailer trucks raised a terrific dust storm. I finally



got the tire changed and after only 53 miles had another flat. Again I had to lie on the gravel shoulder, again I was sand blasted by passing trucks and again I was without a spare. We were forced to stop at the very next motel which wasn't air conditioned. The nearest restaurant we found was five miles away and we were afraid to drive this distance for fear of another flat. We figured we would go without dinner that night when I suddenly remembered that we had three cans of warm beer in the trunk. This we drank pretending it was a juicy prime rib.

"The next morning we started the tedious task of changing tires again. This time we discovered the truck flaps were too thick and the edges were cutting the inner tubes. After considerable searching through a nearby small town I found flaps of the correct type and we proceeded home without further incident. We vowed we would never make a trip like that again. However, in retrospect we couldn't help but laugh at the time we had, and when the next meet came up two weeks later in Gettysburg, Pennsylvania, we drove all the way there and back. So far I've driven the car over 15,000 miles since restoration and loved every minute of it except maybe some parts of the Murfreesboro trip."





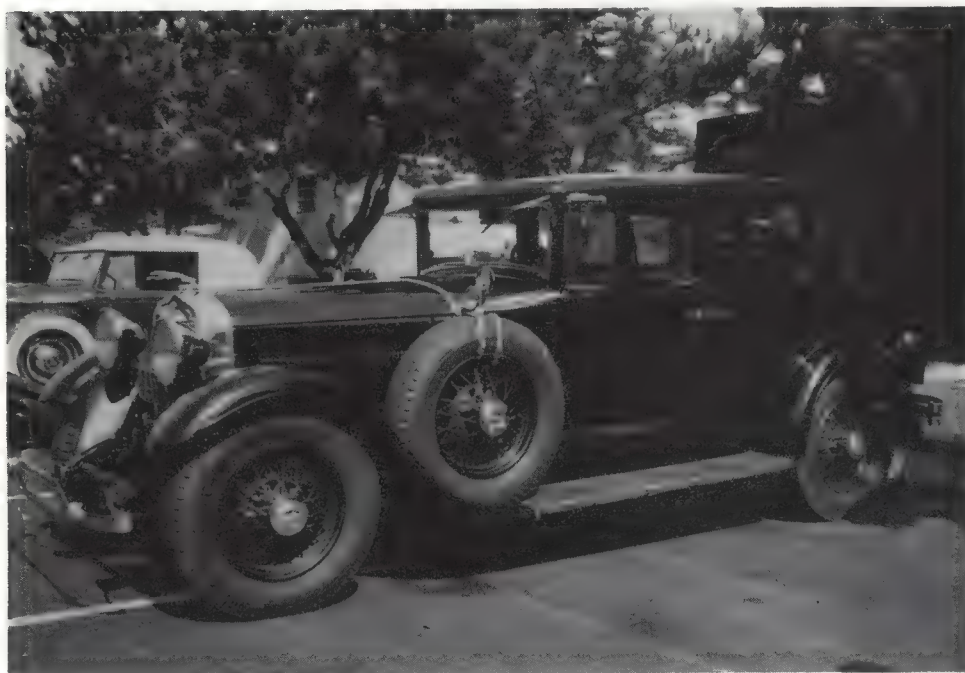
LINCOLN SCORES at CCCA FAR WEST GRAND CLASSIC, July 8, 1978



80 Points  
Bill Burchett  
of  
Fullerton, Ca.

'32 KA Sedan  
Primary Class

80 Points



Rick Zobelein  
of  
San Mateo, Ca.

'30 L Sedan  
Pre Primary Class

88 Points





Wallace Pownall  
of  
San Jose, Calif.

'30 Judkins Coupe

Primary Class

98 points



Jack Passey  
of  
Freedom, Calif.

'39 LeBaron  
Convertible  
Sedan

Exhibit Class



July 17, 1978

Ken Pearson  
Fork & Blade  
Box 189  
Algonquin, Ill.

Dear Ken,

This year at Reno, several of us hard core Lincoln "Nuts" had a stall at Reno where we advertised for Lincoln Parts Wanted. It was amazing; all the people that came out of the woodwork and said they were restoring Lincolns. Also, every Lincoln fan in the West stopped by and relaxed for a half hour. That Reno sun can really get to you after awhile! Between Reno and the Far West Grand Classic I have given away all my extra copies of The Fork & Blade and people are asking me where to sign up. As you may have noticed on the attached paper, we are going to have a picnic in September for all the L owners, and if it is a hit we will expand and grow. Since we have more members out West than you do back there, (Michigan), don't be surprised that at some future date we may have a LOC Western Meet with "ALL the Trimmings". I feel there are a lot of people with a lot of Lincolns sleeping around here and all it takes is a "hot poker", a lot of spirit and enthusiasm, and some hard working individuals to pull it off.

Regards,

Rick Zobelein

#### EDITOR'S NOTE

This is what one member is doing to promote our club and the magnificent antique Lincoln. What are you doing?

We have printed an application form in this issue. Won't you give it or a copy of it to some interested person?

#### REMINDER

Your dues of \$10.00 are due November 1st for year 1979.



# LINCOLN OWNER'S CLUB, INC.



Dear Lincoln Owner;

Thank you for your inquiry concerning membership in the Lincoln Owner's Club.

The LOC, organized in 1958 by Miles O'Brien, is primarily interested in Lincoln built between the years of 1920 thru the K models of 1939. However, ownership of such a Lincoln is not necessary for membership, anyone interested in Lincolns is welcome.

We have a bi-monthly publication, The Fork & Blade, which carries articles about Lincolns, the people who own them, a technical section, letters from the members, free ads, etc. We actively solicit photos, letters and stories from the members, along with technical hints to make The Fork & Blade as interesting and helpful as possible. As in all small clubs the quality of the publication depends on contributions of members.

At the present time we have over 500 members, the highest figure ever, who are encouraged to have local functions and small meets within large local meets. The LOC sponsors an annual meet held in August as well as a Friday evening dinner-business meeting during the Hershey Swap meet.

Dues are \$10.00 per year, payable to Lincoln Owners' Club and mailed with the application form below to our Treasurer, Henry Harper.

Sincerely,

DICK CHAPMAN  
President

NAME: (Print) \_\_\_\_\_

ADDRESS: \_\_\_\_\_ PHONE \_\_\_\_\_

CITY: \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

YEAR LINCOLN \_\_\_\_\_ MODEL & SERIAL NO. \_\_\_\_\_

BODY STYLE & MAKER \_\_\_\_\_



## ENGINE SPECIFICATIONS

All Model "L" V-8 Engines: Submitted by K. Pearson

1. All numbers on main and rod bearings to the front in numerical order i.e. number one in front, 2 next etc.
2. All numbers on rods and rod caps should match and face the outside of the engine.
3. All forked rods on left side of engine. All plain rods on right side of engine.
4. All splits in piston skirts to left side of engine.
5. .0015 main bearing clearance  
.0015 rod bearing clearance  
.003 single rod clearance
6. .004 minimum end clearance on single rods.  
.005 minimum end clearance on rod bearings.
7. Torque on single rods 45 to 50 lbs.
8. Torque on fork rods 25 to 30 lbs.
9. Torque on main bearings 114 to 118 lbs.
10. Crank shaft end play should be .008 to .012.

Coils that can be used as replacements on Lincoln Engines:

Delco 115339  
115328

Echlin 1 C 9 6 volt oil cooled

Condensers that can be used as replacements on Lincoln Engines

Delco 1928111  
1869573

Echlin RR-174

(attach to outside of distributor)

1953 Packard Super 8 pistons,  $3\frac{1}{2}$  inch dia. can be used for Model "L" Lincolns, 1928 and newer.  $3\frac{1}{2}$  inch bore engines.

With slight alteration, valves can be replaced with Buda engine valves T.R.W. #4-V-2396.



"L" MODEL LINCOLN ENGINE COLOR-CODE

1923 - 1927 and a few early 1928 cars.

- 2 parts Sherwood Green 42596 (Dietzler)
- $\frac{1}{2}$  part '64 Renault Rust 96491-H (Duco)
- 3 part '64-'65 VW Smoke Gray 97731 (L-594) (Duco)

1928 - 1930 (except a few early 1928 cars)

- 1 part Sherwood Green 42596 (Dietzler)
- 3 part '65 Austin-Healey Rose Taupe 96348 (Duco)
- $\frac{1}{2}$  part Jet Black 44 (Duco)
- 1 part '64 - '65 VW Smoke Gray 97731 (L-594) (Duco)

Following the above formula, you can mix small or large Quantities. A "part" can be a thimble or a barrel; equivalent parts mixed will give the same result in color tone.

Submitted by:  
Ken Pearson

IT'S A GOOD SIGN

On back of tire repair truck: "Invite us to your next blow out"

Highway sign outside a small midwestern town: "30 days hath September, April, June and November - and anyone exceeding our speed limit"

Service station sign in Mojave desert: "Last chance for fuel. Next three stations are mirages"

NOTICE

1979 dues are due November 1st, delinquent January 1, 1979. \$10.00 per year.



# Lincoln - Series L - General Specifications

Year	Series Chassis W.B.	Engine Series	Engine Type	Cubic Inches	Brake H. P.	Bore Stroke	Engine Nos.	List Price 4-Door	Shipping Weight	Product Comment	
1920	L	130" 136"	L	60° V8	357.8	90@ 2800	3-3/8" 5"	L-1	\$ 6000	4385	Lincoln car introduced fall 1920
1921									6000	4385	"Leland-Built" Lincoln attains reputation for perfection
1922									4200	4385	Ford Motor Company buys Lincoln (February), builds to an ideal
1923									4900	4600	"Police Flyers" have four-wheel brakes (late 1923)
1924									4700	4600	Edsel Ford starting 1922 stressed custom body building and styling
1925								L-32100	4900	4960	Brunn, Willoughby, Judkins, Holbrook, Fleetwood, Locke, Dietrich and LeBaron build for Lincoln
1926								L-32201 L-40800	4800	4900	Greyhound hood ornament becomes available
1927								L-40801 L-47499	4800	4950	Four-wheel brakes for all Lincolns
1928				60° V8	335	90@ 2800	3½" 5"	L-47500 L-54500	4800	4945	Increase displacement - Welded "steel spoke" (wire type) wheels
1929								L-54501 L-61699	4500	5180	Radiator shell new - deeper
1930								L-61700 L-65700	4500	5180	Some body styles eliminate sun visor

During this period, Lincoln had "No Yearly Model" Policy. Though important mechanical improvements, style improvements and new body models were added from time to time, the new components were designed to fit older models, so that these cars could be brought up to date.

Product Evaluation  
October 15, 1958



# Lincoln - Series K - General Specifications

## List

Year	Series Chassis	W. B.	Engine Series	Engine Type	Cubic Inches	Brake H. P.	Bore Stroke	Engine Numbers	Price 4-Door	Shipping Weight	Product Comment
1931	K	145	L	60° V8	385	120@ 2900	3½" 5"	L-66001 L-69557	\$4700	5300	145" W. B. only - Free wheeling
1932	KA	136	L	60° V8	385	120@ 2900	3½" 5"	L-70001 L-72041	3200	5300	V-12 introduced - Power brakes - 136" reintroduced at lower price
	KB	145	KB	65° V12	447.9	150@ 3400	3½" 4½"	KB-1 KB-1265	4600	5870	
1933	KA	136	KA	67° V12	381.7	125@ 3400	3" 4½"	KA-1 KA-1140	3200	5300	Grille slopes - skirted fenders (except on early models)
	KB	145	KB	65° V12	447.9	150@ 3400	3½" 4½"	KB-2001 KB-2604	4500	5360	
1934	KA	136	KA	67° V12	414	150@ 3400	3-1/8" 4½"	KA-1501 KA-3176	3400	5325	One engine for KA and KB (KA and KB engine designation refers to engine numbering this year)
	KB	145	KB					KB-3001 KB-3744	4500	5795	
1935	KA	136	K					K-3501	4300	5470	Engine, passengers moved 11" forward
	KB	145						K-4919	4500	5580	
1936	KA	136						K-5501	4300	5476	Welded spoke type wheels Convex fenders
	KB	145						K-7014	4600	5591	
1937	KA	136						K-7501	4400	5522	Fender highlights - more streamlining
	KB	145						K-8490	4700	5697	
1938	KA	136						K-9001	4900	5532	Additional stripes on hood louvers
	KB	145						K-9414	5000	5672	
1939	KA	136						K-9451	4900	5532	Similar to previous models
	KB	145							5000	5672	
1940	KA	136						K-9674	4900	5532	Very few built - all during 1939 calendar year
	KB	145							5000	5672	

During this period, a 160" wheelbase chassis was available for custom body jobs.

Product Evaluation October 15, 1953



# HEAVY TRAFFIC

## FOR SALE

Reproduction tail light lenses for 1931 Lincoln available - \$6.00 per lens (there are two lens for each tail light) P. Dilday, P.O. Box 33304, San Diego, Calif. 92103.

1929 Buffalo Wheels, 4 x 20" with hubs, knock offs, front axle, rear housing, spring shackles. All in good condition. \$850. F.O.B. Also complete engine and transmission. Price to discuss. For 1929-1927 - 1923. Jean Guy Boilard, 10510 Verville, Montreal, Quebec, Canada H3L 3E8. 514-332-0125. Submitted by Robert D. Gault, P.O. Box 246, Montreal, Quebec, Canada H2X-3M4.

1932 Lincoln, Model KB-V-12, Engine-1476, 5 passenger sedan. Engine recently rebuilt, new paint, chrome, tires, original upholstery, featured in Automobile Quarterly Volume 14, No. 4, pages 378-379. Price \$30,000. George Corse, 222 Ridgewood Road, Media, Pa. 19063. Phone 215-566-5042.

1939 Lincoln, "K" V-12, 7 passenger sedan with fender mounts. New B/W tires. New radiator core. Rebuilt trans., over \$7,000.00 in professional engine work. New cast iron heads, brakes like new, chassi stripped and repainted. Custom tow bar. Car disassembled. New chrome for running board. Best reasonable offer. Robert E. Diehl, 8502 Centralia, Dearborn Heights, Mich. 48127. 313-278-6826.

1920 - 21 Lincoln V8 headgaskets. Have 3, price \$25.00 each. One only 1928-30 Lincoln V8 headgasket, \$25.00. Lincoln Zeyphr and Continental and Custom V-12, 1936-48 headgaskets, \$20.00 pair. Postage is \$5.00 extra. Personal checks welcome. Michael Lynch, 18 Hastings Ave., Toronto, Ontario, Canada M4L-2L2. 416-466-6775, Nights 7 - 11.

Gasket King has just had made 50 pair of Lincoln V-12 K series 1934-1940 headgaskets. Price per pair is \$70.00 postage included. Delivery early November. Price is firm to December 1st only. Personal checks welcome. Gasket King, Michael Lynch, 18 Hastings Ave., Toronto, Ontario, Canada M4L-2L2. 416-466-6775, nites only 7 - 11.

Reprints of "Book of Instruction, Lincoln Motor Cars" 1923 (appropriate for all early 2 wheel brake Lincolns), 102 pages, \$25.00. Reprints of "Body Parts List" Lincoln 1919 thru 1925, includes illustrations of all standard and some custom bodied Lincolns and details of interior hardware, 100 pages, \$20.00. Good, clear reprints. Also good 1932 Lincoln rear bumper and set of side mount covers for '35 or '36 K. Carl King, 2207 Fairview, E. Seattle, Wa. 98102. 206-325-3648.

Set of four, 2 large & 2 small Lincoln hub caps for wood wheels, for Model L, \$110. Good condition. One Model L horn, excellent. \$150. Shipping included. Carl Lueder, 901 NW 31st Ave., Pompano Beach. Fla.